

# US 93 Corridor Study Public Meeting #4

Florence – January 30, 2008  
Missoula – January 31, 2008



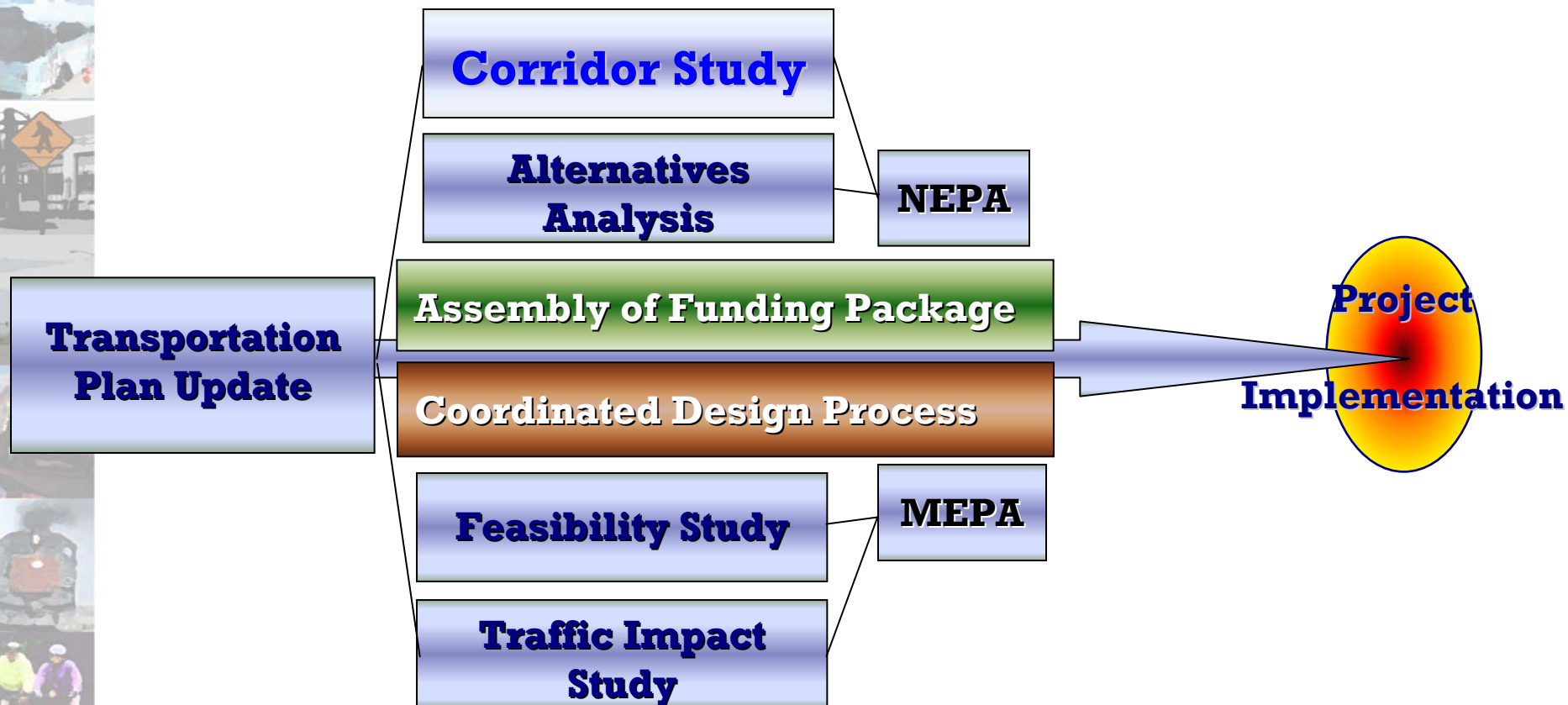
# Project Team

- Sheila Ludlow - MDT
- Shane Stack - MDT
- Bob Burkhardt - FHWA
- Darryl James - HKM
- Jon Nepstad - Fehr & Peers
- Preston Stinger - Fehr & Peers

# Purpose of the Meeting

- Define the US 93 “Problem”
- Review Potential Solutions to Problem
- Discuss whether Potential Solutions Solve Problem
- Review Screening Process
- Gauge Public Support for Forwarded Options

# Project Development Process



# What is a Corridor Study?

- Planning-level analysis of existing transportation system
- Includes consideration of social, economic, and environmental constraints
- Identifies options that will improve operations within the corridor over the planning horizon

# What is the Function of the US 93 Corridor?

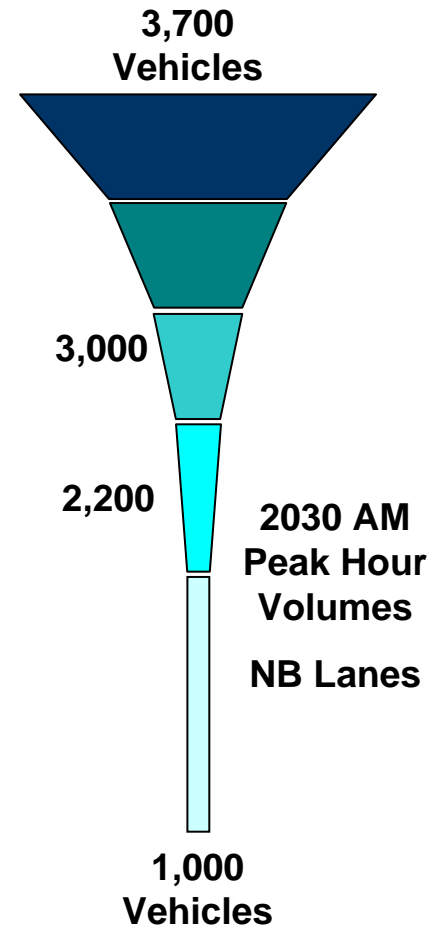
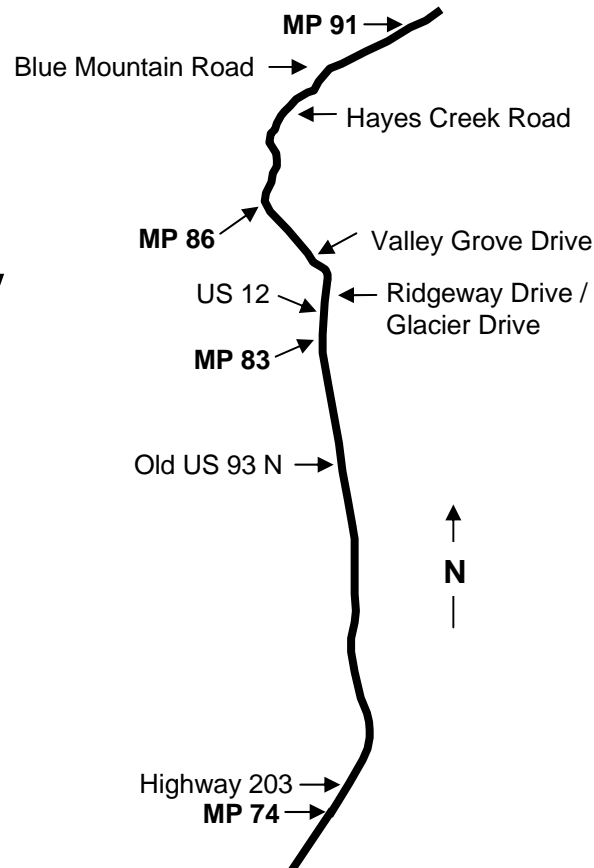
Purpose: Movement of People and Goods

- US 93 is functionally classified as a **Principal Arterial**.
- Arterials provide the highest level of mobility, at the highest speed, for long uninterrupted travel.

# What is the Problem?

## Capacity

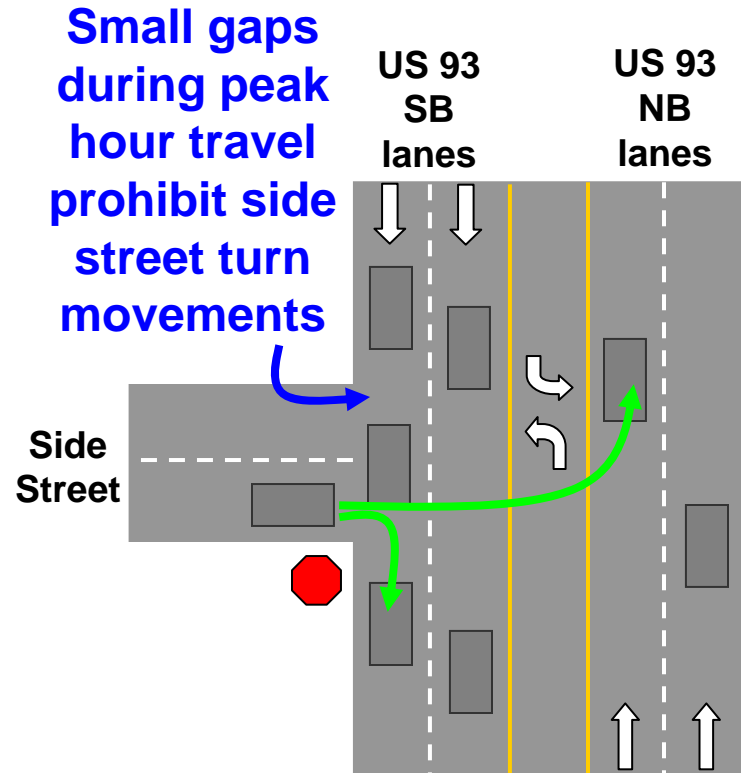
- Currently nearing capacity on US 93
- Expected to exceed capacity by 2030 in some portions of corridor



# What is the Problem?

## Access

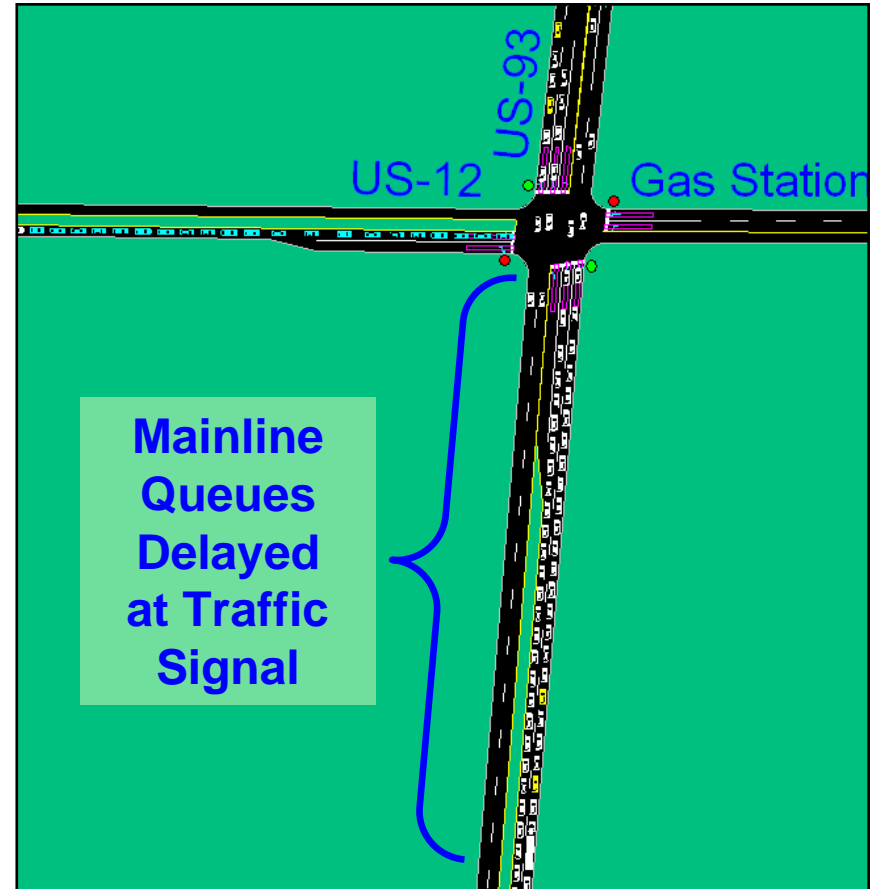
- Given high mainline volumes, it is difficult to access US 93 from side streets, especially at stop-controlled intersections



# What is the Problem?

## Delay

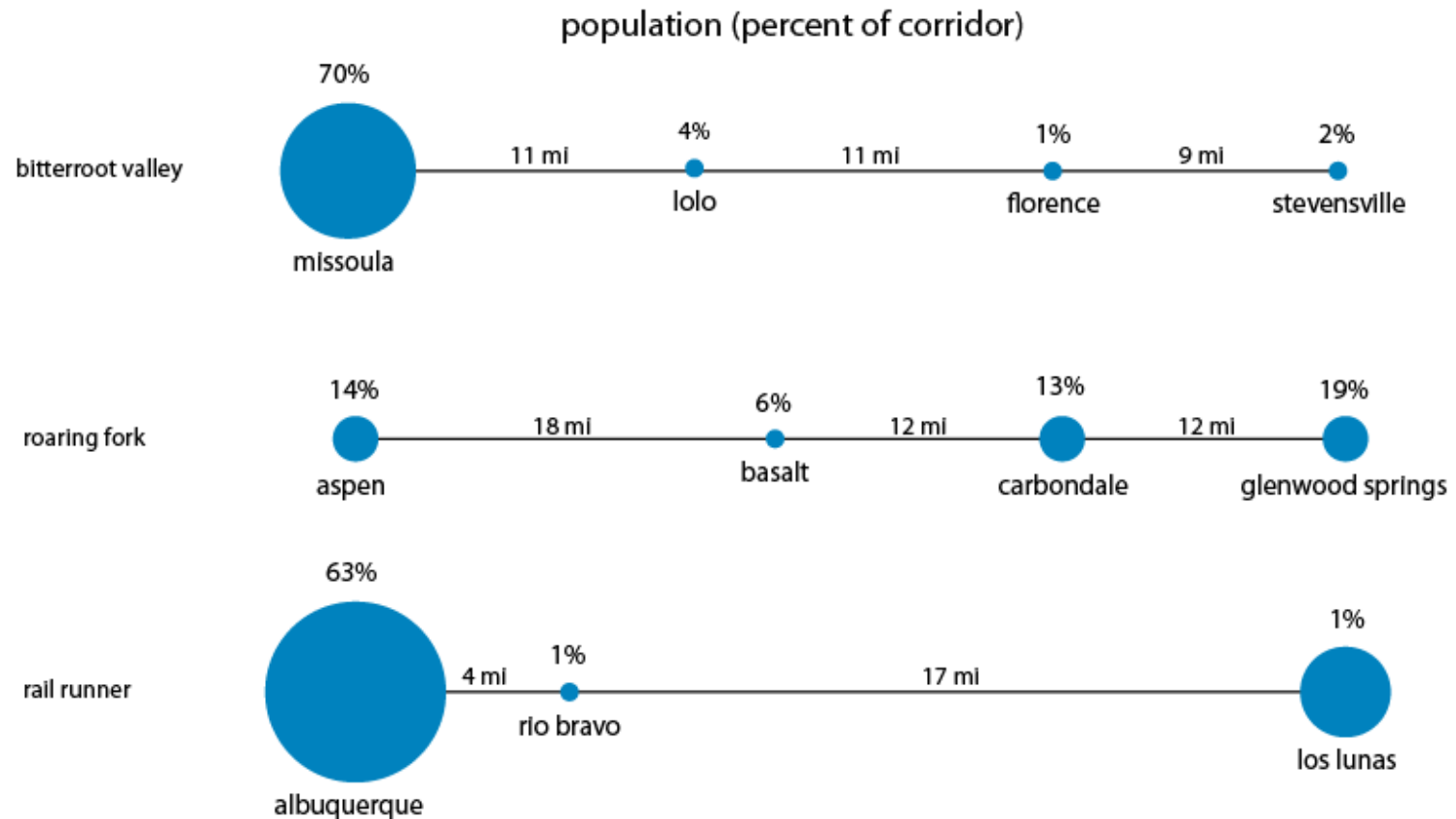
- Long mainline delays projected in the 2030 AM peak hour at the US 93 intersections with Highway 203 and at signalized intersections in Lolo.

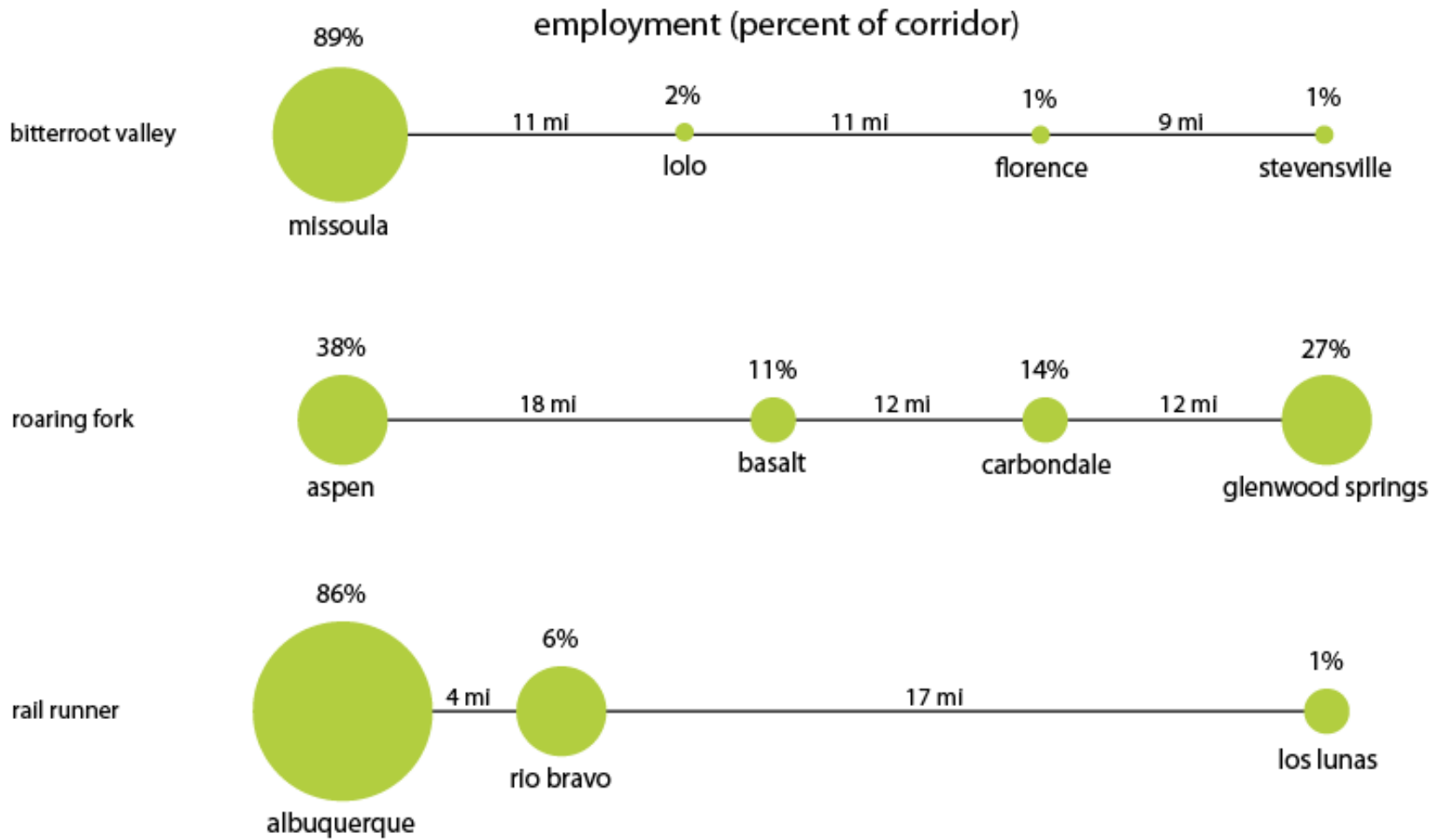


# What are Potential Solutions?

- Transit Options
- Other Options Enhancing Mode Choice
- Options Adding Vehicular Capacity
- Travel Demand Management (TDM) /  
Transportation System Management (TSM)
- Spot Improvements
- Policy Tools

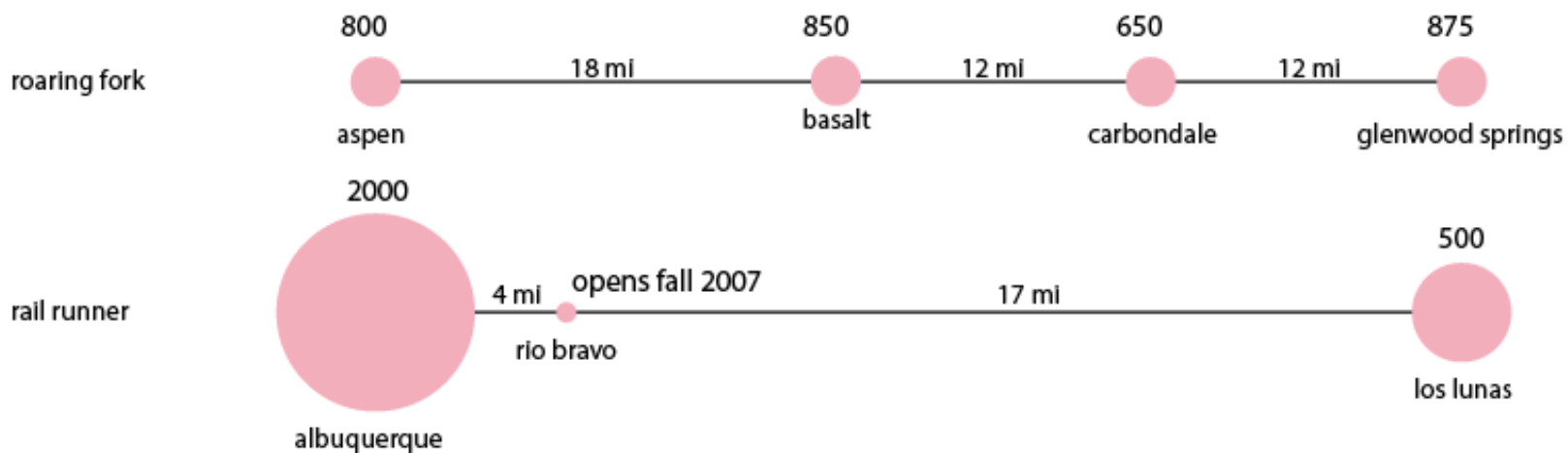
# Transit Case Studies












## ridership (average weekday)



# Transit Analysis

Transit Options for US 93 Corridor					
					
	Enhanced Rideshare / Vanpool Programs	Peak Hour Fixed Route Bus Service	Peak and Non-Peak Fixed Route Bus Service	Peak Hour Rail Service	All Day Rail Service
Time Frame for Implementation	1 – 5 years	1 – 5 years	5 – 10 years	20+ years	20+ years
Target time frame	2008	2010	2015	2030+	2030+
Target mode share	3%	5%	7%	7% - 10%	> 10%
Estimated Capital Cost	\$5,000 – \$40,000*	\$400,000 – \$5.3 million	\$400,000 – \$5.3 million	\$125 million	\$125 million
Estimated Annual Operating Cost	\$13,000*	\$180,000	\$ 610,000	\$6.2 million	\$6.7 million

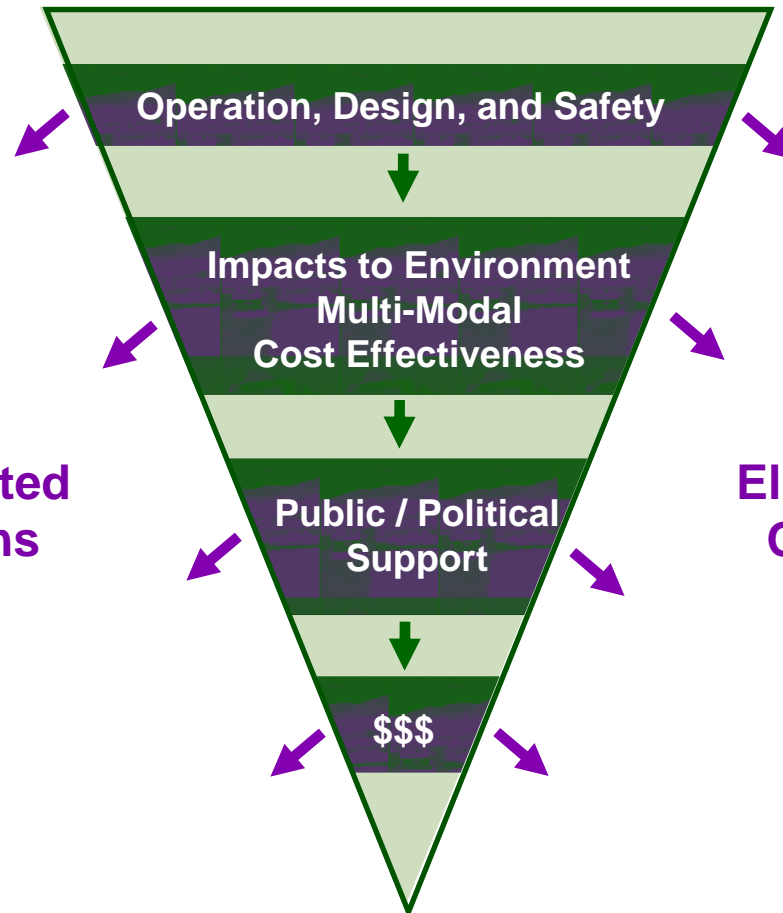
\*Cost estimates drawn from Five Valleys Regional Transit Study, 2008. Capital Cost includes purchase of single 15-passenger van.



## Full Range of Options



### Goals and Objectives Screening



Eliminated Options

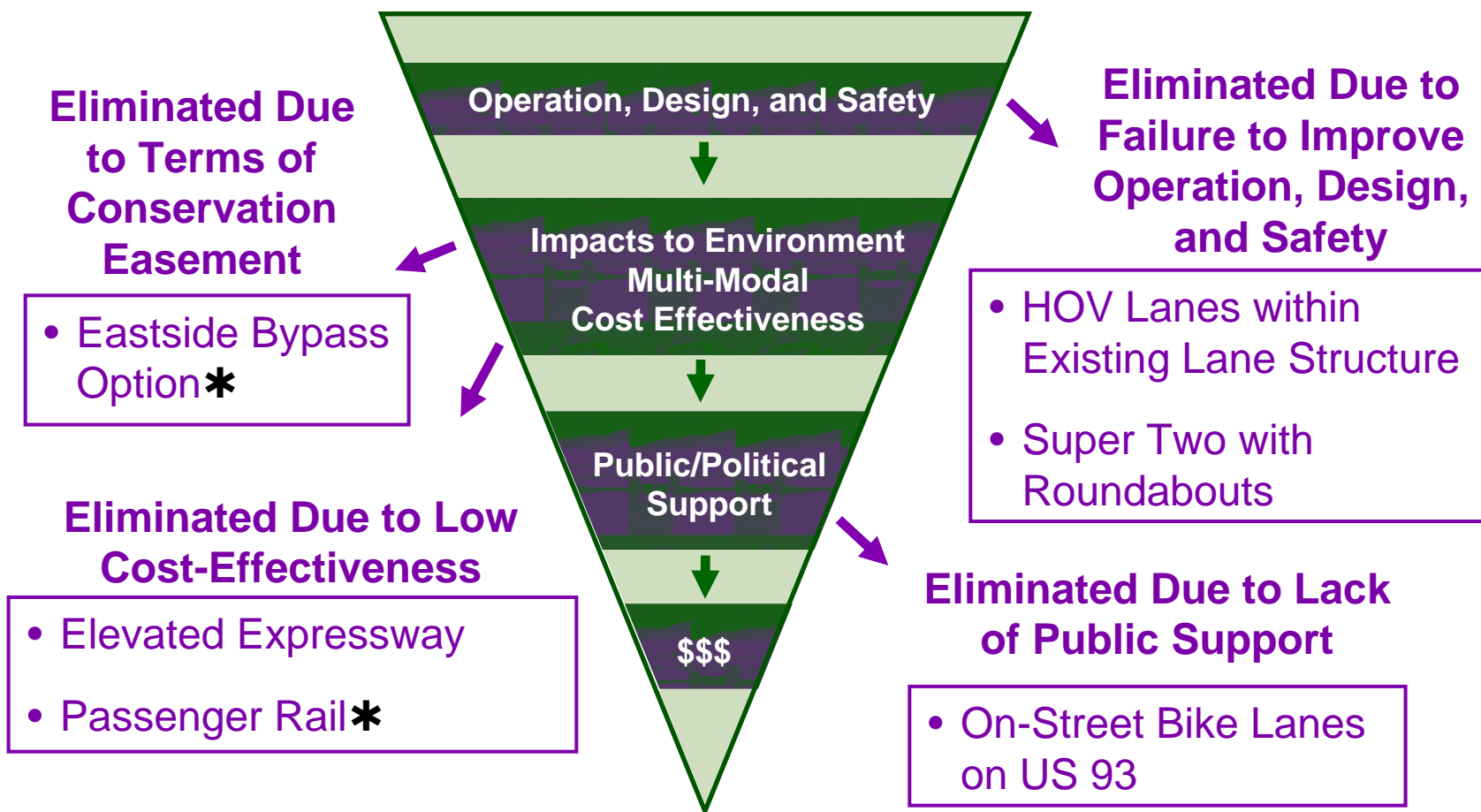
Eliminated Options

**Forwarded Options**

## General Screening Process

# Eliminated Options

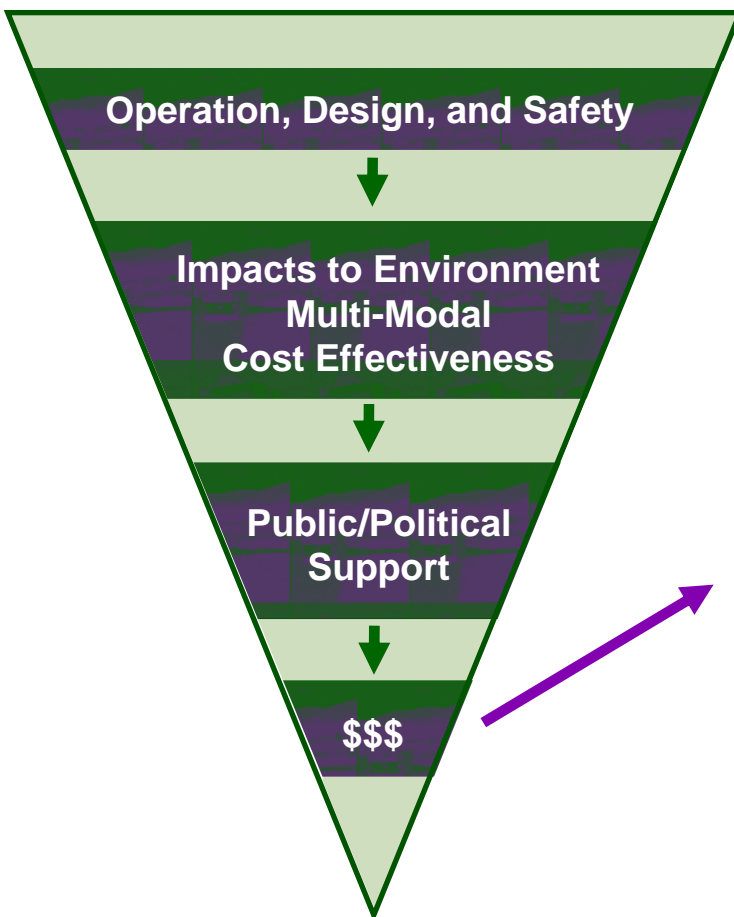
## Goals and Objectives Screening



\* If in the future there is sufficient local / private support and funding, these options could move forward in an independent process.

# Eliminated Options

## Goals and Objectives Screening



## Eliminated Due to Lack of Funding \*

- New Travel Lanes on US 93
- New HOV Lanes on US 93
- Center Reversible HOV Lane

\*These options may become viable at some point in the future if funding becomes available.



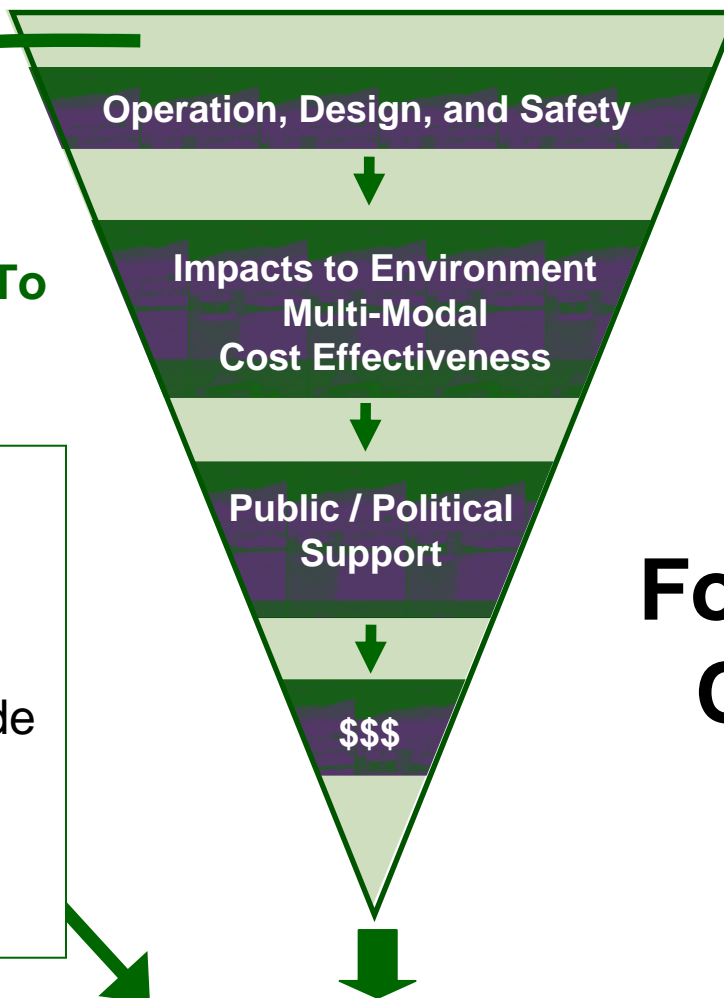
## Full Range of Options



### Goals and Objectives Screening

**Forwarded Due to Strong Public Support Despite Marginal Ability To Improve Operation, Design, and Safety**

- Bus Service
- Enhanced Vanpool/ Rideshare Programs
- Enhanced Park and Ride Facilities
- Incentive / Disincentive Programs



**Forwarded Options**

**Forwarded Options**

# Forwarded Options

## MDT Lead

- Improved Pedestrian Crossings
- Intersection Improvements
- Improved Animal Crossings
- Transportation Communication System
- Improved Pullout Locations

## Local Lead

- Improved Park and Ride Facilities
- Fixed Route Bus Service
- Enhanced Vanpool / Rideshare Programs
- Separated Bike / Pedestrian Path

## Cooperative Effort

- Frontage Roads / Connected Local Roadway Networks \*
- Junior Interchanges / Grade-Separated Intersections \*
- Policy Tools
  - Incentive / Disincentive Programs
  - Zoning
  - Corridor Preservation
  - Access Management
  - Incident Management

**\*These options could be developed through public / private partnerships as development occurs.**

# Please Comment!

- How would you prioritize forwarded options?

